

SECRET

Australia Station Intelligence Summary



DATE OF ISSUE 1 FEB 1955

*Naval Intelligence Division
Navy Office
Melbourne*

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S E C T I O N I.

R.A.N. AND OTHER COMMONWEALTH NAVIES.

(a) ROYAL AUSTRALIAN NAVY (AND AUSTRALIA STATION)

H.M.A.S. MELBOURNE.

H.M.A.S. MELBOURNE (MAJESTIC) arrived in Belfast to enter dry dock on 25th January from Vickers Armstrong's Yard, Barrow-in-Furness. Her anchor and gun trials have been satisfactorily completed.

She is expected to undock about 7th February and proceed on her sea trials, returning to Barrow-in-Furness about 11th February.

H.M.A.S. WAGGA.

After carrying out a short cruise to Talasea (New Britain) and Bali (Witu Group) between 19th and 21st January, WAGGA sailed from Manus for Sydney on 27th January.

En route she is visiting Umboi, the Trobriands, Milne Bay, Samarai and Port Moresby, and after passing through the Great North Channel, is calling at Torres Strait islands, Portland Roads, the Flinders Group, Direction Island and Cairns. The Staff Officer (Coast Watching), Australia Station, is embarked.

At Cairns WAGGA will turn over her northern patrol duties to MURCHISON about 20th February, and will proceed direct to Sydney, where she is due to arrive on 26th February.

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MURCHISON will depart Sydney for Cairns on 15th February.

H.M.A.S. COOTAMUNDRA.

COOTAMUNDRA sailed from Sydney on 26th January for New Zealand, where she will visit Auckland, Waitangi, Whangarei and Wellington. She will return to Sydney on 22nd February.

H.M.C.S. ONTARIO.

H.M.C.S. ONTARIO, with 85 Naval Cadets embarked, arrived in Australia on 1st February on a training cruise.

After spending four days at Platypus and Hervey Bays, she will visit Brisbane (5th-11th February), Jervis Bay (13th-18th) and Sydney (19th-24th February).

H.M.N.Z.S. BLACK PRINCE.

BLACK PRINCE is due to arrive in Hobart on 8th February for a six-day visit and will participate in the annual Hobart Regatta. (VENGEANCE and ARUNTA will also be visiting Hobart during this period).

On 14th February BLACK PRINCE will sail for Jervis Bay to take part in weapon training between there and Sydney with the Tenth Destroyer Squadron and the First Frigate Squadron until 25th February.

After carrying out independent exercises until 9th March, BLACK PRINCE will visit Melbourne between 11th and 16th March before returning to New Zealand.

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Survey Ships.

On 6th January WARREGO, with her tender WARREEN, sailed from Sydney for Cape Otway to carry out a three-months' hydrographic survey.

On the same day BARCOO, who had returned to Sydney for the Christmas period, sailed for Backstairs Passage, off Kangaroo Island, to continue the survey she had commenced in November.

H.M.A.S. HAWKESBURY.

After taking part in SATEX, HAWKESBURY sailed from Manus on 20th October for a month's cruise in New Guinea waters and the Central Pacific, thus returning to the role in which she had been employed until April, 1954.

Her first port of call was Nauru, where she arrived on 25th October, securing with a slip bridle to the northern-most of three large mooring buoys. This unloading buoy lies just off the boat harbour which has been blasted and hewn out of the fringing reef; the other two buoys lie off the double cantilever phosphate-loading gantries, half a mile to the southward. These three main buoys each weigh fourteen tons and are moored in 230 fathoms. In-shore there are six smaller buoys used for ships unloading into lighters or loading or fuelling from the cantilevers.

The small European community (270 people) showed their appreciation of the visit by a H.M.A. Ship by providing much hospitality and a full programme of entertainment. The officers and

ship's company were invited to several small dances and dinners in private homes, were taken on bus tours of the island and phosphate fields, and found that a number of sporting fixtures had been arranged.

The day after arrival Head Chief Cadabu, the elected head of the 1,700 Nauruan natives, called on the Captain of HAWKESBURY. Well-educated and progressive, he typified the advances his people have made under the civilizing influence of the Australian Administration. On 26th and 27th October over 500 school children, both white and native, were shown around the ship. For most of them this was their first sight of a warship.

The Head Chief's call was returned on 27th October by the Captain who was received in the native meeting house by the members of the Nauru Local Government Council. After speeches of goodwill had been made the Captain and a party from the ship were taken on a conducted tour of the island and the phosphate industry.

The main impression the party received from their first view of the phosphate workings was the strangeness of the hundreds of acres of tall fang-like coral pinnacles in the worked-out areas, compared with the tropically-green areas which have not yet been attacked. The party was shown some of the vast amount of mechanical equipment which ranges from bucket bulldozers to the cantilever loading arrangements. A most amusing sight was that of miniature locomotives (of almost comic-strip appearance) racing energetically along sinuous tracks and hauling the phosphate trucks to the drying plant.

The Captain was told that the annual output of phosphates at Nauru is at present over one million tons, and that it is expected that at this rate the deposits will last another sixty-five to seventy years only.

The standard of housing was observed to be very good. For the whites, the Administration or the British Phosphate Commission supply excellently appointed brick and stone, single-storey buildings with full amenities up to the best European standards. Each house contains a main living room thirty feet square with a twenty feet high ceiling, and two or more bedrooms only slightly smaller than this main room. The standard of the natives' houses varies with the personal wealth of the individual. Any native who owns land which is being worked by B.P.C. receives royalties of 3/6 per ton gross, and in consequence many are comparatively wealthy and can afford small European-style houses.

Before sailing from Nauru on 28th October HAWKESBURY took on fuel at the cantilever berth. The method of fuelling is by a four-inch hose running along the phosphate-loading cantilever which is veered directly above the ship's fuelling position. As she proceeded out of the harbor HAWKESBURY at the request of the Administrator fired illuminants and Befors tracers to impress the natives.

HAWKESBURY's next port of call (30th October) was at New Zealand - administered Ocean Island, whose phosphate deposits are also worked by the British Phosphate Commission. There is no harbour at Ocean Island and the port facilities are located

on an open coast. HAWKESBURY berthed on a large buoy, which, together with several small buoys, provides berthage for a vessel up to 600 feet in length, or for three small vessels up to 300 feet in length. Ships load and unload at the main buoy, but during 1955 it is proposed to lay a series of buoys similar to the cantilever moorings in Nauru. At present loading and unloading is carried out by barge, but the B.P.C. are installing a cantilever loading system similar to that at Nauru.

HAWKESBURY was received most hospitably by the District Officer and the 190 white population, and the Captain and personnel from the ship were shown over the phosphate workings which are on a smaller scale than those at Nauru. The annual output of phosphate at Ocean Island is 300,000 tons and it is estimated that the deposits will be exhausted in 25 to 30 years.

On the first evening of the visit an exhibition of dancing was given by some of the 2,000 Gilbert and Ellice islanders. The variety and colourfulness of this dancing, combined with the skill, grace and happiness of its exponents, made a pleasant change from the "stamp-and-chant" variety which HAWKESBURY had become accustomed to seeing in and around New Guinea.

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(b) ROYAL CANADIAN NAVY.

Personnel.

The planned build-up of personnel for the R.C.N. is as follows :-

	<u>March</u> <u>1955</u>	<u>March</u> <u>1956</u>	<u>March</u> <u>1957</u>
Officers	2,277	2,420	2,700
Nursing Officers	70	80	80
Total Officers	2,347	2,500	2,780
Men	15,875	16,900	17,220
Total	18,222	19,400	20,000

Aircraft-Carriers.

H.M.C.S. MAGNIFICENT will remain in commission in the R.C.N. throughout 1955-56, the latest date for the completion of her replacement, BONAVENTURE, being June 1956.

BONAVENTURE, (ex-POWERFUL modernised) will have an eight degree^{angled} deck (MELBOURNE will have a six degree deck), and her main armament will be four twin 3"/50 American-type guns.

St.Laurent Class Destroyer Escorts.

Fourteen St. Laurent Class destroyer escorts are being constructed in Canadian shipyards, the first seven being scheduled to complete between November 1955 and September 1956.

The designed speed of these vessels will be 28 knots, and their armament will consist of one 3"/70, one 3"/50 and two Bofors. Each will be fitted with four 21" Mark 23 torpedo tubes and two triple limbo projectors.

Frigate Conversions.

Sixteen of the twenty-one R.C.N. River Class frigates which have been undergoing conversion to H.M.C.S. PRESTONIAN standard will be completed by March. Eleven of the frigates will be commissioned and five will be placed in reserve at Sydney, Nova Scotia. The remaining five frigates are expected to be completed by early 1956 and will go into reserve.

SECTION II.NAVAL (AND OTHER ARMED FORCES) INTELLIGENCE, INCLUDING TECHNICAL INTELLIGENCE.U.S.S.R.The Use of Radar and Optical Rangefinders in Soviet Warships.

An article on the theme of "Radar Scanning" written for the Soviet daily paper "RED STAR" by Engineer-Captain 3rd Class G. Ruzanov contains the following interesting statement :-

"The vast significance of radiolocation was convincingly demonstrated in the years of the Second World War. The prospects of its further development and the possibility of its use in war are very great.

However, it would be untrue to think that in connection with the development of radiolocation, optical instruments (range-finders, ranging rods and so on) will be suspended and no longer used. They possess a number of positive qualities, and unquestionably can be employed in reserve. It is only the relative numbers of radiolocating and optical apparatus that are changing on board ships. In fact, the fundamental observation work will be carried out by means of radio-locating apparatus. It is also possible to envisage a mutual interchangeability of some methods by others with an automatic transfer from radiolocating to optical devices."

Comment by D.N.I. Admiralty on this report is as follows :-

"There has been some speculation as to why recently constructed Soviet warships still carry optical range finders, although -

- (a) They appear to be adequately equipped with radar.
- (b) The Royal Navy abandoned the use of optical range-finders some years ago.

Among the reasons suggested for the Soviet Navy's retention of optical rangefinders are the following :-

- (a) They may not yet feel sufficiently confident of their own native-built radar; this view is, however, considered to be largely erroneous.
- (b) Optical rangefinders may be of value in the presence of well-directed and persistent wideband jamming, when visibility conditions are favourable and target speed is not excessive.
- (c) Optical rangefinders used under the necessary conditions give angular co-ordinates more accurately than radar.

Whilst Engineer-Captain Ruzanov may conceivably have been voicing his own opinions, it may be inferred from what he has said that the Soviet Navy's policy to fit both optical and radar equipment in their ships may continue in future."

JAPAN.Training Submarine.

It has been reported from Washington that the United States will shortly agree to the transfer of a submarine on loan to Japan.

Twelve Japanese Naval Officers are now in the United States undergoing training to man the submarine.

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COMMUNIST CHINA.Cruiser "CHUNGKING".

According to a low grade report the Cruiser "CHUNGKING" (ex "AURORA"), which arrived in Dairen in 1953 after being salvaged, left in March 1954 under her own steam. While this report is treated with reserve, recent well-planned efforts to locate the vessel in Dairen indicated that she is no longer there. Although it would seem quite likely that she has been repaired at least sufficiently to enable her to steam, it is a little odd that she has not been located elsewhere. On the other-hand the possibility that she has been broken up must not be overlooked.

New Soviet Type Jet Light Bomber seen at Shanghai.

Five twin-jet swept-back wing aircraft with large tail fins were seen flying over the Yangtze Estuary on 26th October, 1954. At the same time six M.T.B's and a target were seen proceeding to

sea but it is not known whether these M.T.B's and the aircraft were co-operating. Later, four aircraft of a similar type were observed, quite closely, taking off from Kiangwan Airfield.

A sketch of these aircraft shows that they resemble closely the Soviet Type 17 light bomber. The only previously reported appearance of this aircraft was during the Soviet 17th July 1949 Air Show in Moscow.

Identification has not yet been confirmed.

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NATIONALIST CHINA.

Destroyers from the U.S.N.

It has now been confirmed that the U.S.N. are to hand over to Nationalist China two more destroyers; probably BENSON class.

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INDO-CHINA.

Strength of the Vietnamese Army.

The opinion is forming that the Vietnamese Army is too big and unwieldy and that there are insufficient trained leaders to allow it to operate efficiently at its present strength.

It is being advocated that its field force be limited to 90,000 - 100,000, backed by reserves

capable of ready expansion to form a further three divisions.

It is thought that four effective divisions supported by the SEATO powers is the answer to the present unwieldy organisation.

However, there seems little doubt that the Vietnamese Government will reject such a severe pruning of its Army in the face of the reduction of the French armed strength and the threat of the Vietminh forces in the North.

The Government's doubts and fears may, however, be dispelled and they may be more receptive to the plan if very firm guarantees of Allied support are given in the event of Vietminh aggression.

One of the immediate effects of a severe pruning of the Armed Forces would be the availability of a number of suitable officers for further training who cannot be released under the present conditions.

If the plan proceeds, the total Vietnamese and French troops would be 130,000 by the end of 1955 but it would be a well-balanced and efficient force backed by the full weight of the SEATO Powers.

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THAILAND.

Reconditioning of Submarines.

The four submarines of the Royal Thai Navy which have been under a condemned order for some

time are to be refitted.

They have been removed from their moorings in the Chao Phya River to the dry dock at Thonburi, where a team of Japanese experts has been examining them with a view to their being refitted in Japan.

The estimated cost of the refit is believed to have been quoted by the Japanese at £270,000, and it is intended that they will be towed to Japan between the monsoons.

The R.T.N. intends to use the submarines for A.S training.

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FRANCE.

Aircraft-Carrier Building.

The Aircraft Carrier CLEMENTAUX was recently laid down at BREST and is due to be completed in 1958. Her particulars are :

Displacement	22,000 tons
Length	845 feet
Beam	141 feet
Draught	26 feet 3 ins.
Speed	32 knots
Range	7,500 miles at 18 knots
Armament	12 twin 57 m.m. (2.24")
Complement	2,500

She is to be fitted with an angled deck and will carry 60 jet aircraft of the AQUILON type.

A.A. Cruiser Building.

The A.A. Cruiser COLBERT was laid down in November, 1954 at Brest and should complete in 1958. Her particulars are : -

Full Load Displacement	...	11,000 tons
Length	...	590 feet
Beam	...	64 $\frac{1}{2}$ feet
Draught	...	19 $\frac{1}{2}$ feet
Designed Speed	...	32 knots
Armament...	8 twin 127 m.m. (5 in.)	
	12 twin 57 m.m. (2.24 in.)	

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SPAIN.Pocket Submarine.

A report has very recently appeared in the Spanish press regarding some trials being carried out at Bilbao of a Spanish built pocket submarine. This vessel is stated to be able to maintain a given depth without the use of its engine. Its characteristics are given as :-

Length	...	6.55 metres
Draught	...	1.59 metres
Tonnage	...	3.5 metric tons
Armament	...	2 torpedo tubes, machine guns and magnetic mines.

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SECTION III.EXTERNAL POLITICAL, POLITICO-MILITARY AND ECONOMIC INTELLIGENCE.JAPAN.Maritime Safety Board (Coastguard Academy).

The Training Academy of the M.S.B., situated near Kure, was opened in 1950 with the idea of building up a Coastguard based on the U.S. pattern.

The course is a 4-year one and the subjects covered are very wide and include Navigation, Engineering, Communications and the operation of small arms and guns up to 3".

Cadets in their 4th Year do a cruise in the Frigate KOJIMA, being at sea for at least three weeks. During this time they familiarise themselves with their gunnery.

In the Communications course, radar is fairly thoroughly taught with up-to-date U.S. equipment.

There is really very little difference between the subjects taught at the M.S.B. Academy and the Defence Academy and the M.S.B. graduate could take his place in a warship with ease.

The recruiting arrangements for the M.S.B. are very selective with only about 2½ per cent of candidates being accepted and there seems no doubt that this Academy could supply a number of efficient, well-trained Naval recruits if the need arose.

Release of Fishing Vessels.

It is reported that 28 of the 100-odd Japanese fishing vessels detained by the Chinese Communists have now been released by them.

This report may well be true and is in line with the Sino-Soviet efforts to win Japan from the West.

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NATIONALIST CHINA.Defence Treaty - U.S.A. and Nationalist China.

The recent defence treaty signed between the U.S.A. and Nationalist China is one of indefinite duration, but may be terminated by either party, provided one year's notice is given to the other. It is laid down in the treaty that no provisions therein will in any way affect the rights or obligations of either as members of the United Nations, and it recognises the latter as the upholder of international peace and security. However, it is interesting to note that if an armed attack is made on either party, action will be taken by them jointly, and then the Security Council of the United Nations will be informed. Such action will only cease when the Security Council acts.

The signatories have pledged themselves to organise individual and common action against armed attack or Communist subversive forces from without on the territories of either party.

Although Formosa and the Pescadores are the only

Nationalist-held islands specifically named in the Treaty, provision is made to extend protection to other Nationalist islands and from proceedings in the United States Congress it seems likely that, if necessary, the Americans may commit themselves to defending Matsu and Quemoy which lie off Foochow and Amoy respectively.

Communist Occupation of Yichiangsan.

On 18th January the Chinese Communists captured the island of Yichiangsan, Nationalist China's most northerly outpost situated some 200 miles from Formosa, and which has been described as the gateway to the Tachen Group.

The Nationalists' retaliation to the assault on Yichiangsan included the bombing of Swatow. The 58-year old British merchant vessel "EDENDALE" which was at this port, was hit in the engineroom and sank before she could be beached. The crew are safe.

Three U.S. aircraft-carriers have been despatched from Manila to help evacuate the 10,000 Nationalist troops from the Tachens. To this evacuation the Nationalists have agreed reluctantly.

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INDO-CHINA.

New Chief of Staff of Vietnamese Armed Forces.

General Le Van TY was installed as Chief-of-Staff of the Vietnamese Armed Forces on 13th December, 1954, succeeding Brigadier-General Nguyen Van VY who was removed and appointed Inspector-General.

This change of appointment was made as TY is considered by Prime Minister Ngo Dinh Diem to be more reliable politically.

Laos.

The International Supervisory Commission has now established teams in the Pathet Lao concentration areas of Sam Neua and Phong Saly. The Civil Administration in these areas is still in Communist hands and so far Laotian officials have not moved into the area.

Under the Geneva Agreement, these two areas were to become Vietminh concentration areas but were to revert to Laotian control after they were evacuated. The Vietminh have not yet evacuated their troops and have impeded the establishment of observation teams in the area.

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INDONESIA.

Economic Situation.

A World Bank Mission was to visit Djakarta in January to confer with the Indonesian Government on Indonesia's financial difficulties.

The budget deficit for 1954 was recently reckoned as being £A.137,000,000. In addition, it was thought that there would be a possible balance of payments deficit of about £A.23,000,000.

Afro-Asian Conference.

At a meeting of the Prime Ministers of Burma, India, Ceylon, Pakistan and Indonesia held at Bogor (Indonesia) in December it was decided that an Afro-Asian Conference be held at Bandoeng (Indonesia) in April, 1955.

Twenty-five countries have been invited including Communist China and Japan. Others to be invited are Afghanistan, Cambodia, the Central African Federation, Egypt, Ethiopia, Gold Coast, Iran, Iraq, Jordan, Laos, Lebanon, Liberia, Libya, Nepal, the Philippines, Saudi Arabia, the Sudan, Syria, Thailand, Turkey, North Vietnam, South Vietnam and Yemen.

The stated objects of the conference are to consider such problems of special interest to Asian and African peoples as those affecting their national sovereignty, racialism and colonialism. The idea of an Afro-Asian Conference was first suggested by the Indonesian Ambassador to India who thought it a means to further his fight against racial discrimination and the concept was seized upon by Ali Sastroamidjojo, Indonesian Prime Minister, to raise the international prestige of his country, after, what he considered, the overshadowing of Indonesia at the meeting of the Colombo Powers (April 1954).

It is of interest to note that since the announcement of the decision to hold the conference Australia has raised the status of her representative in Indonesia to Ambassadorial level.

The French Government dislike the idea of such a conference for they fear that it could complicate

still further their relations with the Arab States and North Africa.

At the Bogor meeting the Prime Ministers supported the Indonesians' stand over Dutch New Guinea, and it is likely that the matter will be raised under the headings of Racialism, Colonialism and National Sovereignty.

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SARAWAK.

Indonesian Support for the Independence Movement.

The Foreign Office and the Colonial Office are watching carefully the extent of Indonesian support which is being given to a Sarawak independence movement. Sarawak has witnessed border incidents, but relations between the Governor of Sarawak and the Indonesian regional administration in Borneo have been friendly. Indonesian officials have recently visited Kuching, capital of Sarawak.

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S E C T I O N IV.AUSTRALIA STATION INTELLIGENCE.HARBOUR IMPROVEMENTS.Urangan. (Hervey Bay)

Urangan Jetty has been provided with improvements, and plans are in hand for the extension of the Jetty. The Jetty head, which is approximately 3,000 ft. from the shore, is now provided with electricity and quarters have been erected ashore to accommodate waterside workers.

Bowen.

700 feet of the inshore portion of the timber approach to the Bowen Jetty is being replaced with a stone causeway and maintenance is being carried out on all four berths.

Coal-handling facilities have been improved by an alteration to the bracing of the 20-ton transportation crane.

Plans are being prepared to widen No.1 Berth and a 50 ft. inshore extension to No.3 Berth is in progress.

Townsville.

The two town berths in Ross Creek have been deepened to 14 ft. L.W.S.T., and 600 ft. of the Eastern breakwater has been widened by an additional 30 ft.

Cockburn Sound (W.A.).

On 11th January, following upon the dredging of Success and Parmelia banks to navigable depths and the erection of the Kwinana Tanker Jetty and various navigational beacons, Cockburn Sound was declared open for the use of shipping.

The occasion was the arrival of the "BRITISH CRUSADER", the first tanker to berth at the Kwinana Jetty.

Brisbane.

The new bucket dredge "GROPER", built in Glasgow for the Queensland Department of Harbours and Marine, arrived in Brisbane on 18th November. This additional dredging unit will be used to fulfil the Harbours and Marine Department's proposal to achieve and maintain a depth of 31ft L.W.O.S.T. in the Brisbane River.

Portland.

The first stage of the project under construction to develop Portland as an all-weather port is scheduled for completion in 1959 at an estimated cost of £5,000,000, with the main construction effort concentrated in the last four years on the following principal works :-

Breakwaters: Construction of two breakwaters, the main sea wall being 4,300 ft. and the Lee wall 3,700 ft. in length, carried out in rubble mound construction with a 600 ft. opening at the mouth and enclosing approximately 250 acres of water.

Dredged Turning Circle: 1,500 ft. in diameter with 36 ft. depth at low water.

Two Cargo Berths: with 36 ft. depth alongside, the one 700 feet in length and the other 600 feet. These berths are to be equipped with transit shed, bulk handling equipment and wharf cranes and will have both road and rail access.

One Tanker Berth: located in the first instance on the existing deep water pier with 28 feet alongside but dredged to give deeper water if necessary.

Reclaimed Area: adjacent to the cargo berths and suitable for storage facilities. Initially, an area of 5 or 6 acres is planned but an adjacent shallow coastal bay would provide another 5 acres, which could be economically and quickly reclaimed if required. Further areas, suitable for reclamation, are being acquired in swamp land adjacent to the port.

Rail Access: connecting the Port with the Victorian system following the alignment of the Swamp to the West of the Town.

Slipway: for craft up to 100 tons is to be provided.

The main Breakwater is at present advancing at a rate of about 2 feet per day and this is scheduled to be stepped up to 3 feet per day. This will initially require a quarry output of 1,000 tons of rock per day increasing to 2,500 tons when deeper water is reached in following years.

Wharf construction is scheduled to start within the next 12 months and to be completed with all facilities in the next $4\frac{1}{2}$ years.

In the interim the Main Breakwater progress is expected to provide relatively calm conditions at the present deep water pier within 2 years, with increasing protection during the following years of construction.

Oil Fuel Installations.

Cairns.

This installation is fully operational for the issue of Furnace Fuel Oil. Finance has not yet been made available for the repairs by replacement of approximately 400 feet of 8" Distillate pipeline between Alligator Creek Bridge and Bunda Street.

Townsville.

Between 8th November and 7th December, 1954, repairs by replacement of approximately 80 feet of 13" pipeline under the Eastern pier, and repairs to the line adjacent to isolating valves to the Eastern and Western (concrete) piers were carried out.

The installation is now fully operational for the issue of furnace fuel oil.

The connection of a 10" pipeline from Shell Co. Installation to the 13" pipeline has not yet been effected, pending the finalisation of plans by Shell Co.

SHIPBUILDING.

In an effort to safeguard the shipbuilding industry in Brisbane and Maryborough, it has been reported that Evans Deakin & Co. Ltd., Brisbane, and Walkers Ltd., Maryborough, are seeking further orders. It is claimed that the present major shipbuilding programme will be completed in two years. At the present time Evans Deakin is building four 10,000-tons bulk cargo ships for the Australian Shipping Board, and Walkers Ltd. a Naval Boom Working Vessel, and two 2,100-tons grain ships for the Australian Shipping Board.

TRANSFER OF COASTAL RADIO FACILITIES FROM COOKTOWN TO CAIRNS.

With reference to Page 27 of A.S.I.S. No.24, the transfer of the Coastal Radio Service from Cooktown to the Cairns Aeradio Station has been postponed indefinitely.

AERIAL SURVEY OF AUSTRALIA FOR OIL AND URANIUM.

A new company, Adastra Hunting Geophysics Pty. Ltd., formed from Adastra Airways of Australia and Hunting Geophysics Ltd. of England, has been established with the prime object of searching for oil and uranium ore deposits in Australia.

Adastra Airways have been operating aerial surveys for mapping for some years, the latest big job being a complete aerial photographic survey of Fiji. The new company will produce aero-magnetic maps which will indicate rock structure and provide information concerning minerals and oil.

A special plane with technical crew belonging to Hunting Geophysics Ltd. will be brought to Australia for the survey.

COMMONWEALTH STEEL CO. LTD.- NEWCASTLE.

A 5,100-ton forging press which played a vital part in Hitler's armament programme is nearing final stages of installation at the Newcastle plant of the Commonwealth Steel Co. Ltd. Regarded as the prize of German war reparations for Australia, the press is being installed for the Commonwealth Government and will be ready for its first forging before the middle of 1955.

The press, formerly owned by Haniel and Lueg, of Dusseldorf, makers of forgings for U-boats and high pressure forged steel vessels that later became VI and V2 rockets, is the most modern of its type in the world.

It can treble the ingot capacity of any press in Australia and will be able to make forgings up to 150 tons each.

NORTHERN TERRITORY.

New Darwin Wharf (Stokes Hill).

It is reported that the Stokes Hill Wharf will not be ready to handle vessels until May, 1956.

The extension to the wharf replaces the catwalk to the dolphin and will enable two interstate freighters of the "DENMAN" - "WINDARRA" type to berth and unload simultaneously on the outside

portion of the wharf.

Darwin Power House.

Two new 850 kilowatt generating sets have been ordered from the United Kingdom for the Darwin Power House, at a cost of £88,000. Delivery will be effected before July, 1955. When these additional sets are installed there will be sufficient power generating capacity to cater for Darwin's needs for some years. A considerable portion of the reticulating system will require to be rebuilt, foundations laid for the sets and a new switchboard installed at the Power House before the sets may be put into operation.

Manganese.

Manganese is being mined commercially for the first time in the Territory and being supplied to the uranium treatment plant at Rum Jungle. The discoverer, Mr. J. McLean, found the deposits two years ago, approximately 100 miles south of Darwin. When Rum Jungle commenced importing manganese from Western Australia he staked his claim and had samples analysed. Expert geologists have reported that the locally produced manganese is equal in value to that imported from Western Australia.

Japanese Pearl Divers.

The Commonwealth Government's decision to admit 135 Japanese to join the Darwin and Broome pearling fleets has met with a protest from the Darwin Branch of the R.S.S. & A.I.L.A.

In 1953, 35 Japanese divers were permitted entry to Australia to work at Broome, but in 1954 no further Japanese were engaged.

It has been found that Malays, Greeks and Torres Strait Islanders are not nearly as satisfactory divers as the Japanese.

TERRITORY OF PAPUA - NEW GUINEA.

Census.

The Census taken in 1954 showed that the non-indigenous population of Papua-New Guinea totalled 17,552. This figure includes nearly 3,000 Asiatics and half-castes.

The principal centres of population (non-indigenous) are :-

Port Moresby	...	3,700
Rabaul	...	2,600
Lae	...	1,500

Including Service personnel, Manus Sub-District has a total non-indigenous population of 840.

Japanese War Dead.

With the permission of the Commonwealth Government, the Japanese vessel "TAISEI MARU" will visit Papua-New Guinea to recover Japanese war dead for reinternment in Japan and to erect memorial cairns at selected places. The vessel will also visit the Solomon Islands and will remain in Islands waters for more than two months. She was scheduled to sail from Tokyo on 12th January.

The places she will visit are Guadalcanal, Munda, Buin, Rabaul, Buna, Salamaua, Lae, Finschafen, Madang, Aitape and Manus.

SHIPPING INFORMATION.

Sales of Vessels to Hong Kong Buyers.

Four vessels well known in Australia are reported to have been sold to Hong Kong buyers. They are:- T.S.S. "HELLENIC PRINCE" (ex-Seaplane Tender "ALBATROSS"), S.S. "MILDURA" (ex-"ENOGGERA"), and the Swedish vessels "HAVABRIS" and "NORDANBRIS".

Adelaide Steamship Co.Ltd's. New Motor Vessel "MINKARA".

The Adelaide Steamship Company's new motor vessel "MINKARA" (3,500 tons d.w.), built in Scotland, has now arrived in South Australian waters.

"MINKARA" is 294 feet long with a 44½ ft. beam and a moulded depth of 20 ft. On her outward voyage she attained a mean speed of 13½ knots.

The vessel will be used for general cargo-carrying in the Australian coastal trade.

The Adelaide Steamship Company's further new vessel, "MARRA" is due to arrive at Port Adelaide during April.

M.V. "MOONTA" leaves Spencer Gulf Trade.

The Adelaide Steamship Company's m.v."MOONTA" has been withdrawn from the Spencer Gulf trade and will be tied up at Port Adelaide until sold.

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The reason for her withdrawal was that she could not compete with the cheaper rail and road freights offering. During the last financial year she showed a loss, after allowing for depreciation, of £48,500.

The M.V. "MORIALTA" will remain in the Spencer Gulf trade to handle whatever cargo is offering.

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SECTION V.SPECIAL ARTICLES .

(The Director of Naval Intelligence is not necessarily in agreement with the views expressed in Section V. of A.S.I.S.)

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SITUATION IN INDONESIA.

The general situation in Indonesia continues to be most unsatisfactory and the Government continues to harp on the question of Dutch New Guinea so as to divert attention from its own shortcomings.

Elections are scheduled to take place during May, but whether they will be held as soon as then seem doubtful. Candidates have voting symbols and the Communists have executed a smart move by the production of a black hammer and sickle for all those voters who have "no particular choice". The Communist position at the polls should thus be considerably fortified by the accretion to their strength of all the hammers.

Press reports concerning the recent fighting on Ambon have been considerably exaggerated and the number of troops the South Moluccan Republic is able to command has been much overstated. Nevertheless, Ambon continues to remain a hard core of resistance against the Indonesian Government. In the event of a political upheaval in Indonesia, the Dutch could conceivably use Ambon to their advantage, but there is no substance for the Indonesian Government's allegations that they have been actively

assisting the Ambonese through the supply of arms.

The Minister for Defence, Dr. Iwa, who was Moscow-trained, is believed to have re-entered the Communist fold. He appears to be up to no good and has succeeded in placing suitable nominees of his own choosing in influential positions in the Army. By this and other deliberate and calculated measures he is aiming to get himself into a position where he could stage a Communist coup with a reasonable chance of success.

Dr. Iwa is also believed to have been successful in winning Colonel Warouw over to his side. It was Colonel Warouw who tried to arrange for the clandestine (i.e. without Government consent) shipment of copra from Menado in the British registered vessel "SOUTH BREEZE", so as to obtain money for the maintenance of his troops. He was foiled in doing so by the intervention of the Indonesian Navy.

It is scarcely surprising that Warouw was in considerable danger of being sacked. Dr. Iwa intervened on his behalf, and that is thought to be the way in which Iwa has probably acquired the support and gratitude of Colonel Warouw and possibly that of the inhabitants of the Celebes as well.

The Indonesian Navy, on the other hand, is giving a much more wholesome impression of a keen young service not interested in politics and trying to get on with the job.

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SOVIET POLAR STATIONS - NORTHERN SEA ROUTE.

The Soviet press and radio have recently given a great deal of publicity to the work of two floating scientific stations located on ice floes in the Arctic. These stations, known as North Pole 3 and North Pole 4, were organized jointly by the Chief Administration of the Northern Sea Route (GUSMP) and the Academy of Sciences of the USSR. They were set up by large air expeditions during the spring of 1954, and appear to be extremely well equipped and serviced. According to the head of GUSMP, their basic task is to provide information for more exact forecast of ice conditions on the Northern Sea Route than have hitherto been possible; they are also to investigate the drift of icefields and undertake other hydro-meteorological observations. This work seems to be closely allied to that normally carried out by the larger Soviet Polar Stations.

In the USSR the designation "Polar Station" is at present limited to those scientific observation stations which are located along the coasts and on the islands of the Soviet Arctic; they are run by GUSMP. During the last 50 years there has been a great increase in the number of stations and in the scope of their activities. Before the Revolution of 1917 there were only six Polar Stations; by 1932, when GUSMP was created, there were twenty-four, and the following three years saw an increase to fifty-one. It is estimated that sixty-six or more have been in operation in recent years. In the early stages, even the larger stations were poorly equipped, but increasing interest in the Northern Sea Route

brought an improvement in scientific equipment and a consequent increase in the scope of the work undertaken.

According to "Instructions for Polar Stations of GUSMP", the functions of these stations are as follows :

- (a) to help in opening up the Northern Sea Route;
- (b) to provide navigational information in the Soviet Arctic;
- (c) to carry out hydro-meteorological studies in the Arctic;
- (d) to study the productive possibilities of the Arctic (its resources, sources of energy, etc.), and
- (e) to integrate the Arctic region and its peoples into Soviet economy.

In addition, the stations are responsible for rescue work, for aid to seamen and traders, and for organisational and other work on behalf of scientific expeditions.

The actual work undertaken by an individual station varies widely according to its size and equipment. The smallest type, the two-man sub-station, is open only during the navigation season, and provides information on current ice and weather conditions to ships and aircraft; when these seasonal stations are closed down, they are well stocked with fuel, food and other necessities, so that new operatives dropped by plane can have them in working order in a short time. Second order stations undertake, in addition, elementary meteorological and hydro-meteorological observat-

ions, often without automatic equipment. First order stations, on the other hand, are large scientific research establishments using automatic equipment, aircraft, etc., many of them differ from the full-scale geo-physical observatories only in the fact that they do not undertake geo-magnetic work or ionospheric observations. In addition to routine operations, these large stations are often charged with specific research projects and the organization of scientific expeditions. There are stations of this type at Dikson, Bukhta Rikhaya, Uelen and Mys Molotova.

The Polar Stations are all located within the areas claimed in a decree of 1926 as belonging to the USSR. One of the two new scientific stations, however, was situated outside these areas on 17th July. The publicity given to these establishments (little has been said about other Polar Stations) may indicate that the USSR intends to establish a claim to an area in the vicinity of the roughly triangular region, bounded by the North Pole and the meridians $32^{\circ}4'35''$ E and $168^{\circ}49'30''$ W, within which the U.S.S.R. claims treaty rights.

It is certain that in wartime the Northern Sea Route would be of considerable importance to the USSR. Detailed knowledge of hydrological and meteorological conditions there might be vital to surface shipping and other projects. Any attempt to pass submarines through the Northern Sea Route, either during the open season or under the ice, would be dependent on hydro-meteorological information supplied by Polar Stations. Similarly, trans-Polar flights would rely heavily on weather forecasts and other meteorological data supplied by these stations.

THE JAPANESE POLITICAL SCENE.

General elections are to be held in Japan on 27th February. The previous general elections were held in October, 1952, when the Liberal Party (Jiyuto) under Yoshida, was returned, but with a reduced majority. At these elections the Socialists (Shakaito) gained ground, the Right Wing of the Party increasing its strength from 30 to 57 and the Left Wing from 16 to 54.

Yoshida was displaced by Hatoyama during December, 1954, following upon his failure to obtain trade concessions during his visit abroad. The shipping scandal, in which a number of Liberal Party members, including Ministers, were accused of receiving bribes from Shipping Companies seeking Government subsidies had also weakened his position.

Hatoyama had, on 24th November, formed a new Party known as the Japan Democratic Party (Nihon Minshu To) consisting of members of the Progressive Party, which had dissolved on 12th November, and of members of the former Japan Liberal Party - a separate Party not to be confused with the Liberal Party - which had also dissolved, and of thirty-nine dissidents from the Liberal Party.

Since Hatoyama took over the reins he has shown that he is anxious to enter into diplomatic relations with the Soviet and with Communist China, particularly with the latter, for the purpose of developing trade. This does not necessarily mean that he has Communist sympathies, but rather that he wants Japan to be less tied to the apron strings of the United States.

Hatoyama is now a man of advanced years, and if returned it seems possible that he may hand over the leadership of his Party to a younger man. It is of interest to recall that Hatoyama was purged by SCAP on account of his totalitarian tendencies and was not readmitted to politics until 1951.

Hatoyama has stated that the Constitution of Japan, as drawn up in the Occupation Period by General MacArthur, and which came into force on 3rd May, 1947, will be revised so as to permit of unlimited rearmament. Under her present economic state it would be scarcely possible, however, for Japan to undertake any large-scale rearmament.

The 1947 Constitution represents an attempt to rebuild Japan on democratic lines and to weaken the powers of the Emperor by setting up a Cabinet chosen from and completely responsible to the Diet, but free from all other control. It was hoped that under this democratic set-up the parliamentary system would increase in prestige, but it seems doubtful whether it has actually done so. In fact, the factions, scandals and disorders which have characterised the post-war history of the Diet seem, if anything, to have brought the Parliamentary system in Japan into disrepute.

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INCREASE IN THE STRENGTH OF THE CHINESE COMMUNIST NAVY.

During 1954 the Chinese Communist Navy (C.C.N.) has shown a notable increase in strength and efficiency. An increase in the strength of major units has been achieved by the transfer from the Soviet Navy of two "Gordii" Class destroyers, two "S" Class submarines and two "M" Class submarines. The "S" Class submarines were transferred in the middle of the year and the destroyers and "M" Class submarines arrived in Tsingtao in the middle of October. It is possible that the U.S.S.R. has also handed over two ex-U.S. Admirable Class minesweepers and two Russian T43-Class minesweepers, but this it yet to be confirmed.

The destroyers and the four submarines have, up to date, been based at Tsingtao. Although the submarines have put to sea for local exercises, there has been no indication that they have left the vicinity of Tsingtao.

M.T.B.'s of which there are about 70 in the C.C.N., were used operationally for the first time this year. In late November four M.T.B.'s attacked and sank the Nationalist destroyer TAIPING, which was patrolling the waters north of the Tachen Islands. As this was the first time M.T.B.'s had been used offensively their success must have given a considerable boost to the morale of the M.T.B. forces.

During the last few months the port of Yulin, on Hainan Island, has been developed as a minor naval base and recently there have been ten to

twelve M.T.B's based there.

There has been a considerable increase during the last year in the number of C.C.N. vessels fitted with radar. Some progress has also been made towards standardising C.C.N. patrol craft. About 30 standard S.C.-type M.L's have been constructed in Kiangnan Dockyard, Shanghai and are believed to be in commission. This building programme is no doubt designed to replace the heterogeneous collection of small craft which have been used for patrol duties at the various C.C.N. bases.

The following is an estimate of the present fleet strength of the C.C.N. :-

Cruiser	1	Non-operational
Destroyers	2	
Frigates	14	8 Operational
Submarines :		
"S" Class	2	
"M" Class	3	1 Non-operational
Gunboats	6	2 Non-operational
River Gunboats	18	
M.T.B's.	60/70	
Minelayers		6 L.S.M's so fitted 2 Frigates so fitted Many motor junks available.
Minesweepers:		
ex-Russian T43	2	Not confirmed
ex-U.S. Admirable	2	Not confirmed
136' YMS (AMS)	10/11	
97' Jap. Aux.	1	
A.M.C.	6	
L.C.I.	(6)	Included in LCI strength (See Amphibious)

Minesweepers:
(Contd.)

45' M.F.V.	4+	
Small Trawlers	8+	
Patrol Vessels (PC):		
U.S.173'	3/4	Requires confirmation
Converted Merchant Ship	1	Requires confirmation
Coastal Patrol Craft (SC):		
ex-U.S.110' S.C.	1	Requires confirmation
ex-Jap. Aux.	2/3	
Chinese 100'	30	New construction.
Harbour Patrol Craft (YP):		
112' Fairmile	1/4	Requires confirmation
Chinese 75' SDML	23	
Chinese 60' SDML	4	
Chinese 90' ML	12	
Chinese 60' ML	10	New construction
ex-56' LCC	5	
Miscellaneous	Many	Including Armed Junks and Motor Tugs.
Amphibious:		
L.S.T.	20-24	
L.S.M.	15-16	6 fitted minelayers
L.C.I.	15	6 fitted minesweepers
L.C.T.	3+	
L.C.M.	20+	
L.C.C.	12?	
L.C.S.(S)	3/6	
Auxiliaries	26	

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Transit List

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